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the



lineman

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Washington, D. C.

SON OF REA SYSTEM LINEMAN USES PRONE PRESSURE METHOD, SAVES LIFE OF GAS VICTIM

"Be prepared" is the motto of the Boy Scouts, of which John Coney, Jr. is one. And because Coney, 14, was "prepared" Geo. Kingery is alive today.

Kingery was a visitor at the Coney home. Kingery went to the garage to make repairs on the heater in his car. He started the motor and was overcome by poisonous fumes.

Then Coney, whose father was a lineman of the Spoon River Electric Cooperative of Lewistown, Ill., rushed into the garage and started to apply the Schaffer prone pressure method of resuscitation. Meanwhile, Kingery yelled to his mother to call the neighbors, which she did.

Kingery was on the floor of the car when young Coney began to apply the prone pressure method. His face was discolored, especially around the mouth. When the neighbors arrived, Kingery, who weighs 200 lbs. was carried



into the open and there young Coney continued his treatment. After 20 minutes Coney's father arrived and worked on Kingery for 5 minutes. Then Kingery revived and began to breathe normally.

Dr. H. N. Schwerer, a physician, who was summoned, stated that in his opinion Kingery would not have lived if resuscitation had not been applied promptly.

Young Coney has been awarded the President's Medal of the National Safety Council of which the Spoon River Coop. is a member.

2 CO-OP LINEMEN KILLED IN SEPARATE ACCIDENTS ON TEXAS 47 DEAF SMITH

Two linemen of Texas 47 Deaf Smith were killed in separate accidents during March. They were J. C. Cummins, Jr. and Claude Longbottom.

Cummins went to the substation with a helper to change the oil in the circuit breaker.

Cummins had decided to pour the oil from the top rather than fill the oil pan and bolt it on from the bottom of the breaker. In pouring the oil, Cummins got his shoulder close enough to the 13,000 volt circuit to cause an arc. The charge struck him in the shoulder and arm. He instantly fell from the substation's structure to the ground, about 10 feet. The helper, Lois Jarman, instead of immediately applying first-aid treatment, jumped into the co-op truck and started to the office to report the accident. If he had been well-trained in first aid, he would have known what to do. About a quarter of a mile from the substation he met two electricians who were on their way to wire an irrigation well. He stopped them and advised them of the accident. They proceeded to the substation and rushed Cummins to a hospital. There, Cummins regained consciousness but died several hours later.

Longbottom, who was a pallbearer at Cummins' funeral, was killed two weeks later while working on a transformer bank.

Investigation showed that Texas 47 Deaf Smith had no definite safety program previous to the deaths. Recently, however, a series of meetings of REA system managers in Texas has been held with safety the predominating topic.

THE REA LINEMAN

Published Monthly in the Interest of
Safety of Employees of REA Systems.

David A. Fleming, Editor

SAFETY AWARD PLANS

In answer to numerous inquiries regarding a safety award and publication in The REA Lineman of standings of REA systems, we believe that much more satisfaction will be had if the winner of an award felt that he really earned it. It is entirely possible that some systems could win an award for a perfect no-accident record without having done anything to make that record. In other words, they would be just plain lucky.

A merit system has been proposed with 50 points given for a perfect accident record. There would be penalties for each accident, based on man hour exposure. Separate penalties for truck accidents would be based on average truck mileage per year.

Credits would be given for the remaining fifty points (making 100 points in all) for the following things which go to make up a good safety program:

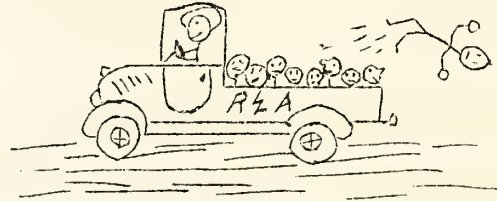
1. Trucks equipped with first aid kit and Red Cross Manual, fire extinguisher, flags, flares and fusees. Regular inspection of trucks and tools and equipment at least monthly with quarterly or semi-annual inspection of trucks according to AAA specifications.
2. Red Cross training certificates for all employees.
3. Regular safety meetings with definite programs.
4. Prompt and complete reporting of accidents.
5. Membership in the National Safety Council.
6. Evidence of a safety program for cooperative members.

DEATH SHOULD TAKE A HOLIDAY

Five deaths are recorded in this issue of The REA LINEMAN. Deaths should take a holiday on REA systems.

TEN LITTLE LINEMEN

Ten little linemen starting on time,
One fell off the truck, then there
were nine.



Nine little linemen raising up a
weight,
One let go his hand-line, then there
were eight.
Eight little linemen climbing up to
Heaven,
One dropped his hand axe, then there
were seven.
Seven little linemen putting up
sticks,
One let go his pike pole, then there
were six.
Six little linemen forgot they were
alive,
One stood on the messenger, then
there were five.
Five little linemen on the ground
once more,
One upset the soldering pot, then
there were four.
Four little linemen trimming up a
tree,
One trimmed the high line, then there
were three.
Three little linemen hustling to get
through,
One forgot his safety belt, then
there were two.
Two little linemen, job almost done,
Tapped in the wrong line, then there
was one.
One little lineman felt his life he
owed,
To playing Safety First according to
the code.

SAFETY COUNCIL TRIBUTE TO REA

The National Safety Congress, to be held in Chicago in October, is planning a special REA luncheon at which the safety problems of rural electrification will be discussed in great detail.

(MAN) POWER LOSS
March, 1941



DEAD

EMPLOYEES OF REA SYSTEMS

J. C. Cummins, Jr.---Texas 47 Deaf Smith
Claude Longbottom---Texas 47 Deaf Smith

FARMERS

John Pierce---North Carolina
George Clark---Wisconsin

EMPLOYEE OF CONTRACTOR

Robert Patterson--Killoren Electric Co.,
Rogersville, Tenn.

DISABLED

EMPLOYEES OF REA SYSTEMS

Ky.21 Nelson--John Pardieu--cuts on hands,
face, leg and back strain.
Ia.33 Calhoun--E.M.Schulz--broken rib.
Ia.43 Greene--B. Bolsem--internal injury.
Ia.43 Greene--G. L. Peters--neck injuries.
Tex.75 Blanco--Adolph Stieler--electric
shock, burns, water on lungs.

EMPLOYEES OF CONTRACTORS

Chester Oxendene--bruised leg--Day & Zimmerman, Inc., Red Springs, N. C.
Paul Reeves--leg lacerated--Little Electric Co., Union, S. C.
J. D. Jones--foot cut--Quisle & Andrews, Ft. Worth, Texas.
A. L. Butter--hand bruised--Quisle & Andrews.
H. L. Moore--knee sprained--Sandberg & Johnston Constr.Co., Bayfield, Colo.
Leonard Grandall--back wrenched--Sandberg & Johnston Constr.Co., Bayfield, Colo.
J. E. Dunn--arm injured--Sandberg & Johnston Constr. Co., Bayfield, Colo.
Richard Wieser--ribs, arm and collar bone injured--Sandberg & Johnston Constr.Co.
Bob Carter--hand infection--Ivy H. Smith Co., Gainesville, Fla.
Will White--nail hole in foot--Ivy Smith Co.
Jack Carlton--back strained--Ivy Smith Co.
D. H. Scarborough--hand fractured--Smith Co.
Guy Law--finger cut--Ivy H. Smith Co.

2 FARMERS, CONTRACTOR'S EMPLOYEE
INCLUDED IN DEATH TOLL

In addition to the deaths of two REA co-op. linemen, described on the first page of this issue, there were three other fatalities during March. One, a member of N. C. 25 Rutherford, another, a farmer who was hit by a truck operated by Wisc. 45 Chippewa. A truck driver employed by a contractor was the third victim.

The first was John Pierce, a farmer. He had wired his home and wanted electric service immediately. Instead of calling the co-op. office he attempted to close the switch on the transformer himself. He used an extension ladder to climb up to the transformer. When he did so, he touched the high voltage line and was knocked from the top of a 45 foot pole.

In the other fatality, George Clark, a farmer, was driving his truck near Eau Claire, Wisc., when he became stuck in a snow drift. He got out to put chains on the rear wheels. While he was doing so, the co-op. automobile struck Clark's car.

The accident happened during a snow storm and Clark failed to place any type of protective device to warn motorists that he was stalled. The driver of the co-op. truck was not held by the authorities.

The contractor's employee who was killed was Robert Patterson, a truck driver. He was assisting in the putting up of a new pole. The pole came in contact with the energized line. At the time, Patterson, who had left the truck, touched the chain which was being used to put the pole in place.

Jack Bartlett, the lineman on the job, immediately administered prone pressure resuscitation methods for about three minutes. At the end of that time Patterson was breathing steadily. Then, Bartlett went 100 yards to a house and requested that a doctor be called. When Bartlett returned Patterson was breathing slowly and Bartlett again applied pressure treatment. Patterson breathed steadily again for a few minutes. Then after taking one deep breath he stopped breathing. Even then, prone pressure methods were resumed but to no avail.

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RAINY DAYS ARE USED
TO PRACTICE SAFETY
ON PENNSYLVANIA CO-OP.

A suggestion of great merit comes from D. R. Edge, Mgr., Pa. 17 Armstrong. He writes:

"For the past six months we have initiated a system of training, here, that might be of interest to you. A pole was cut off and erected in the store room in the rear of the office. Conductors and pole top assemblies were installed. On a rainy day or at times when it is impossible for the crews to work in the field they practice the handling of hot line tools and installations of various equipment such as transformers, cutouts, and sectionalizing equipment. Practice is also given in the pole top method of artificial respiration as well as the old standard form of lowering the shocked lineman from the pole to the ground before artificial respiration is started. Periodically, a doctor is called in, who gives a series of lectures on safety practice as prescribed by the Red Cross.

"We feel that this is not only building competent workmen but is also installing complete confidence of the personnel in each other. It also gives us a uniform method of connections on all of our equipment. Before any equipment is installed, a model installation is made from which all field connections are made. I believe this to be another point in safe operation as the men are familiar with the hookup of each type of equipment as well as lowering the maintenance costs in hookup mistakes."

A STATE-WIDE SAFETY MEETING

A farm and home safety meeting, sponsored by the Farm Security Administration, will be held in Spokane, Washington, May 22, 23 and 24. This meeting will feature the importance of safety for national defense in the conservation of Man-Power. Scores of those interested in safety throughout the state will attend. REA will be represented.

This state-wide safety meeting is a step in the right direction. It is hoped that other states will follow the example of Washington.

2-HOUR SAFETY PERIOD
"IS ALL TOO SHORT" SAYS
LINEMAN OF WASH. 9 SAN JUAN

L. A. Ehmsen of Ohio 55 Coshocton and F. H. Cucksey of Wash. 9 San Juan are among the many linemen who have reported that this publication is playing an important part in their training programs.

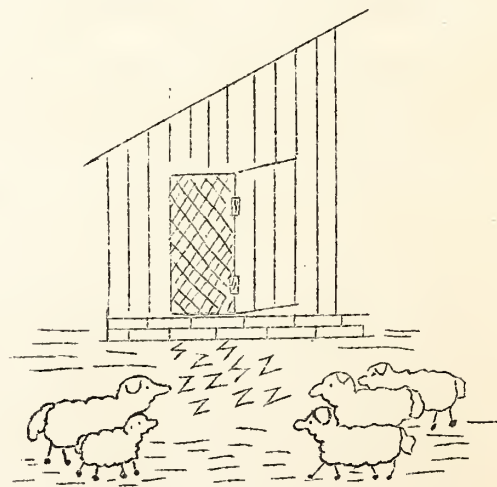
"STOP, THINK, LIVE LONGER," says Ehmsen, "has been adopted as the slogan of his system.

Cucksey reports that employees on his system have frequent 2-hour safety periods, "which we find all too short."

One reason why Ehmsen and other Ohio linemen are so safety minded is that REA systems in that state have been put in a special category by the safety campaign now being sponsored by the Industrial Commission. The Commission reports to the REA LINEMAN that some of the systems have not yet sent their accident reports to the Commission. Those who have not, are urged to do so.

A SHEEP PRACTICES SAFETY

Virgil Taylor, member of the Carroll Co-op of Berryville, Ark., wondered why he had difficulty in driving his sheep through the barn door. They had to be carried in bodily for several nights. It



was discovered that there was a "hot ground" on the barn and the sheep were getting a slight shock in damp weather. This condition has been corrected and now the sheep have no further fear of the barn door.

MORE SAFETY HABITS RECOMMENDED TO EMPLOYEES OF REA-FINANCED SYSTEMS

BY JOHN A. LAPP
Labor Adviser, REA

Safety is mostly a product of proper safety habits. Rules, regulations, and laws have their place in enforcing safety programs, but after all it is the ingrained habit of watchful care on the part of the individual that counts most in the prevention of accidents.

Habits of taking rigid safety precautions and never taking chances are the product of self training. This is the greatest lesson that can be borne in upon men who are in positions of danger. Men are not made cautious by rules. Rules merely serve the purpose of showing what is safe and what is unsafe; their effective influence comes from within the man himself who, when it is brought to his attention that certain practices are dangerous and forbidden, disciplines himself into automatic following of the safety rule.

Safety must come far more from within than from without the man. Danger consciousness needs to be implanted by the man himself into his very being to the point of automatic care, and in no occupation more than in electrical work where destroyers lurk in unsuspected places and do not disclose themselves to the senses of men.

Safety habits and more safety habits should be the goal of all workers in REA.

BUREAU OF STANDARDS ACTS ON ELECTRIC FENCES

Electric fences and the hazards of home-made and poorly constructed controllers have become such a problem that the Bureau of Standards has issued a special section of the National Electrical Safety Code on electric fences.

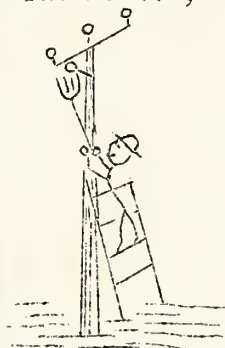
Standards set up by the Code and the Industrial Commission of Wisconsin are almost the same. REA systems to permit only such control and installation of electric fences as complies with the National Electrical Safety Code.

TURKEY IS KILLED, FARMER COURTS DEATH IN SEEKING TO REPAIR TRANSFORMER

This is the story of a man who grazed death. It comes from the Platte-Clay Electric Cooperative of Platte City, Mo.

A turkey flew up on the transformer pole at a member's house and knocked the fuse holder out of place. This caused the member's house to be without service--and the sudden death of the turkey.

The member, instead of calling the co-op office, placed a ladder against the pole and tried to put the fuse holder back in place with a pitchfork. Why he was not the victim of a severe if not fatal shock, is still a mystery to the maintenance crew, which was finally called to the scene to replace the fuse after the member's efforts had failed.



Max Elliott, Associate Safety Director of the co-op in relating the incident to the members, gave this warning:

"If you see anything wrong along the line let us know at once, giving the number of the pole nearest the trouble. Always be careful and do not touch wires unless you are absolutely sure the current is off."

SUPERINTENDENT WARNS MEMBERS ON MAKING OWN CONNECTIONS

Oliver Kimbrough, Supt., Farmers Electric Coop., Clovis, N. Mex., has issued safety warning to his members as the result of a farmer being severely burned while attempting to make an installation himself. Kimbrough pointed out that had the man contacted his REA headquarters the injury would have been averted. The man, said Kimbrough, was preparing to wire his barn for electricity. He hesitated to tie in to the 110 v. service wire, feeling he might be shocked. The man wanting to cut off the "juice" climbed the transformer pole, grabbed the transformer with one hand and was severely burned when he reached for the fuse box.

While this accident did not occur on his project, but on that of Texas 47 Deaf Smith, Kimbrough acted promptly in an effort to persuade farmers from making their own connections.

SCORES OF CO-OPS ACCLAIM REA LINEMAN:

"IT FILLS A LONG FELT NEED," THEY SAY:

MANY SYSTEMS WRITE FOR EXTRA COPIES."

Scores of letters have been received by the REA LINEMAN stating, in effect, that "this publication fills a long felt need." Such response is gratifying. The following are some of the comments:

James F. Coleman, Mgr., N. C. 19 Grand Forks:

"We appreciate the REA LINEMAN very much and are taking up item by item of this publication at our regular bi-monthly maintenance meetings."

Dolph H. Wolf, Mgr., Mich. 26 Ingham:

"We believe the new publication to be exactly the type of bulletin that our linemen will read and find helpful."

A. E. Becker, Mgr., Ill. 21 Menard:

"Congratulations on the REA LINEMAN. The publication of this monthly bulletin from your office should fill a definite

need in emphasizing SAFETY among the men employed to build for the future of rural electrification."

Edgar Dorrell, Mgr. Ind. 38 Johnson:

"We have received the REA LINEMAN and

think it great, keep it up. I was especially interested in 'SAFETY HINTS TO MEMBERS.'

D. L. Johnson, Supt., S. D. 12 Minnehaha:

"We have felt for some time that there has been a need for such a publication, and we are very pleased to know that this should be made a monthly publication."

John G. Waggoner, Mgr., Ill. 3 Coles, and himself a former lineman:

"We wish to encourage you to continue with the REA LINEMAN. We would appreciate receiving seven copies of it each time."

C. S. Hooper, Jr., Supt., Va. 27 Nottoway, asked for 12 copies of the REA LINEMAN each month instead of 3.

H. D. Bowman, Supt., Vt. 7 Orleans:

"We gave a copy to each of our two linemen and from the remarks made, we note it was well read by them. We are sure the publication will be very valuable."

Truett W. Bailey, Supt., Texas 9077A1 Johnson:

"I have just received the first issue of the REA LINEMAN and think it is fine. Our motto is 'Take Time and Be Sure.'"

F. A. Martz, Mgr., Nebr. 44 Cass:

"Please send 8 copies of the REA LINEMAN from now on in order to take care of the men employed by this district."

F. A. Tannahill, Acting Supt., Ill. 2 Wayne:

"We will see to it that all of the employees of the organization have an opportunity to read the REA LINEMAN and to especially see that the line crews read and study each issue seriously."

H. P. Hall, Supt., Mich. 44 Grand Traverse:

"I believe that this publication will be of great benefit to the personnel of REA co-operatives throughout the country."

S. E. Roberts, Supt., Mo. 30 Lawrence:

"We think the first issue of this publication will be helpful to all employees on REA systems."

Edgar D. Beach, Supt., Iowa 34 Jones:

"The REA LINEMAN should serve the purpose of helping employees to keep alert to the hazards of this business."

James O. Porter, Supt., Ky. 26 Todd:

"We are making the REA LINEMAN compulsory reading for all employees engaged in line work."

W. H. Saxton, Supt., Miss. 26 Panola:

"We feel that too much emphasis cannot be placed on safe methods of working high-voltage lines and equipment."

Not only REA systems, but also manufacturers and others interested in electrical safety have acclaimed the REA LINEMAN as

filling a definite need.

H. W. Bodendieck of the Bodendieck Tool Company, Taylorville, Illinois, states:

"We wish to compliment you on the worthwhile safety service you are rendering to the cooperatives in the field."

C. H. Foster, Mgr., Wisc. 38 Rock:

"The REA LINEMAN is a necessary addition to any electric system library."

